TPA Valedictory

Hooded Stop Signs

Treating the Repeater

Safety Contest Winners

Police Traffic Activities

Are Hot Rodders Reforming?

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TRAFFIC DIGEST & Review

THE TRAFFIC INSTITUTE • NORTHWESTERN UNIVERSITY

The

Traffic Digest & Review

OF THE TRAFFIC INSTITUTE, NORTHWESTERN UNIVERSITY

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This publication is produced to serve as a source of information and a medium for the expression of responsible opinion in the street and highway traffic field. From time to time there will appear herein expressions of opinion that do not necessarily reflect official Traffic Institute policy.

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"We Can and We Will"

by

MAJ. WILLIAM M. DICKERSON
United States Air Force

(Major Dickerson, valedictorian of the 1953-54 Traffic Police Administration Class of the Traffic Institute, presented this address at the pre-graduation dinner the evening before Commencement Exercises at Northwestern University in Evanston, Ill.)

I STAND HERE tonight with a sense of deep humility and great pride in being privileged to speak to you in behalf of my fellow classmates.

This night marks the culmination of nine months of intensive activity. We worked hard, studied hard, played hard, fought a book written by a man named Pfiffner, and many of us witnessed a continuous battle between self styled representatives of the North, the South and the Chicago Chamber of Commerce. All in all these activities have given us a bond of everlasting friendship, knowledge, and understanding.

For this experience we should like to express our profound and sincere appreciation to Northwestern University, the Traffic Institute, the Kemper Foundation and the International Association of Chiefs of Police. We are also grateful to all of the city and state officials as well as brother officers at home for making our attendance possible.

We are particularly indebted to all the Northwestern professors, outside instructors, and members of the Traffic Institute who have been very patient and understanding, and who have worked long and hard in our behalf. Finally we wish to express our gratitude to the wives and families who have sacrificed so much for us. Without their loyalty and support this memorable day could never have become a reality.

Last September at the very beginning of our classroom work it became quite evident that in order to survive we were going to have to be men of determination. We fully realized that we were going to have to stick and hang on where others might let go. Tenacity of purpose gave us confidence, and we adopted a class motto—"We Can and We Will."

That thought is the basis of self confidence and the sincere belief in one's self and in one's ability. Like money in the bank it isn't in sight but it is there when you need it.

What does our motto mean in terms of the individual in this class? It means that he has assurance, but he is never over confident about his own knowledge. While he is always trying to learn new things, he is never afflicted with psychological arteriosclerosis—a sort of hardening of the attitudes. He has confidence in his own ability, not in a dogmatic allness manner, but in a quiet, sincere display of courtesy based upon

competence—on the job and in dealing with others in all types of situations.

I feel that few policemen expect enough, claim enough or demand enough of either themselves or those around them, and the longer they handicap themselves with this weakness, the harder it is going to be for them to claim their just birthright into the status of a professional equal to the best and second to none.

The progress made in police service during the past century makes it clear that if we as policemen are going to travel the road to professionalism, we are going to have to do a better job of informing the American people. Those in leadership positions are going to have to have more facts. We must express opinions and take positions that will lead toward a sound code of professional ethics for the police service.

To this challenge the class of 1954 can say, "We can and we will."

Over the past nine months we have come to the full realization that our self confidence is predicated upon knowledge, skill in applying knowledge and in the ability and willingness to pass that knowledge on for the benefit of others. Self-confidence is in fact a state of mental satisfaction that arises from being able to put the possession of knowledge to a constructive use. It brings that inner strength which assists a policeman in overcoming the many obstacles which continuously confront him. His self confidence, besides being a powerful force within him, is quickly sensed by fellow workers, and with this confidence comes pride and poise which are so necessary and common to the successful enforcement officer.

The real test and the true value of the training that we have received at the Traffic Institute will be determined not by a grade on a test paper, but in terms of what we do with this specialized knowledge, how we apply it and coordinate it into the accomplishment of our assigned mission at home.

"We Can and We Will" do our utmost to protect the lives, limbs and property of the people we are privileged to serve.

We, the members of the class of 1954 fully realize that no stream can rise higher than its source. No matter how great one's ability, how complete one's education, yes, even, how powerful one's genius—his achievement can never rise higher than his determination and courage to apply his knowledge.

Having had the privilege of working in close association with these men, who will graduate tomorrow morning, I feel that I am in a position to express my belief in their working qualities and varied abilities.

I would like to say to their commanding officers wherever they may be, "These boys are the greatest." If I were privileged to command these men, I would be a most self confident individual, because with these men behind me I could raise my eyes to heaven above and say, "Thank you, God. We can take it from here."

"We Can and We Will."

Nature of Police Traffic Activities

(Editor's note: This is the second part of a chapter on Traffic Supervision developed by the Traffic Institute for the International City Managers' Association for its forthcoming text on Municipal Police Administration. This text forms the basis of the police administrative training program of the Institute for Training in Municipal Administration conducted by the ICMA since 1934. Franklin M. Kreml, director of the Traffic Institute, and George Larsen, Jr. associate editor of the Traffic Digest & Review *and member of the Institute's training staff, collaborated in the preparation of the Traffic Supervision chapter. Additional sections of the chapter will be published in subsequent issues of this magazine.)*

The Three Main Direct Functions

LET US LOOK first into the three primary traffic functions of the police to see what they are, what they do for the traffic program, and how they might be made more effective.

*1. Accident Investigation.** Webster defines *investigation* as "the act of investigating; thorough inquiry; research . . ." The International Association of Chiefs of Police has defined *Police Traffic Accident Investigation* as: "Determining what happened and who and what was involved in a traffic accident, usually at the scene of the accident. In its broader meaning this includes a number of activities in connection with the emergency."

Officers employed in traffic accident investigation must take any necessary step to *prevent accidents from becoming more serious.* This may involve placing lights to warn approaching vehicles; giving first aid, summoning medical help and providing for transportation of injured persons; putting out fires and taking precautions against their starting or spreading; preventing pilferage or loss of goods from vehicles or persons involved in the accident; directing traffic and controlling bystanders as may be necessary; and seeing that the roadway is left in good condition. The investigator himself may not do these things, but he must frequently see that they are done by someone.

The officer investigating an accident must *find out what happened.* This is usually done through interviewing participants and witnesses, either at the scene or at some other place where they may later be available; noting (and recovering) physical evidence, such as the position of and damage to vehicles, injuries to pedestrians and occupants, marks or materials on the roadway, and marks on or damage to fixed objects; examining or testing drivers, pedestrians, and vehicles. The latter may

*See *Traffic Accident Investigator's Manual*, The Traffic Institute, Northwestern University 1953.

include testing drivers and pedestrians for intoxication and testing vehicles for mechanical condition.

The officer investigating an accident must *form an opinion as to why the accident happened*, evaluating the effect of remote as well as immediate circumstances. And he must *make records of the facts and conclusions* developed from his inquiry and examination. The latter usually includes summarizing the facts of the accident on a standard form; making sketches and diagrams, and taking photographs to show the position and condition of places and things involved; noting tests and measurements, and reporting any special circumstances or opinions for official records.

Police officers, in connnection with accidents, often must do something about the two other primary traffic functions of the police, namely: direct traffic and handle bystanders the same as in connection with any other emergency; and enforce traffic laws by making traffic arrests in connection with the accident where evidence warrants it.

To be considered as police traffic accident investigation, the activity must include the formation for accident-prevention purposes of an independent, official, recorded opinion of the circumstances and manner of occurrence of a traffic accident. Thus, an accident investigation must seek out readily available, pertinent information from participants, witnesses, and physical evidence. Accidents can rarely be considered as having been investigated unless the vehicles are inspected, the location studied, and the drivers examined. The investigation must reconcile conflicting information and substantiate or discredit all doubtful information to reach a well supported idea of events and circumstances, and must summarize systematically in writing conclusions as to how the accident happened.

The handling of an accident or its reporting by "investigators" does not necessarily constitute an investigation. This is particularly true if it involves merely receiving reports (even required reports) from one or more drivers; taking information from drivers and recording it on official forms; securing additional information on names, addresses or connections of drivers, owners, injured persons or witnesses; or visiting the scene only to give first aid, direct traffic, clear the roadway, or obtain general information. Police administrators under the delusion that the mere handling or reporting of accidents is, in fact, accident investigation, are likely to commit serious errors in the management of this activity.

Good accident investigation will serve three general purposes. The first of these is to get facts to form the basis of accident prevention programs, not only of police programs, but also those of the many other agencies working for the prevention of accidents—the engineers, educators, motor vehicle administrators, public information people, and legislators. Its second general purpose is to determine whether violations of law occurred

in the accident, and to gather the evidence which will support prosecution of the violators. Its third general puspose is to get the facts so that those involved in accidents can properly exercise their rights under civil law.

Good accident investigation will require enough personnel, however organized, to do the activity properly, and attention by management to its needs in equipment, supervision, and training. Such training must include the purposes of the activity as well as its procedures and techniques. Management must review and evaluate investigation activity at least as carefully as it will review and evaluate other critical police operations. But most of all, management must use the data derived from accident investigation, and assure the receipt of such data by other agencies needing it. Otherwise this important stimulus to good accident investigation will be lost, and the data-gathering function will degenerate into mere activity.

2. Traffic Direction. The IACP defines *Police Traffic Direction as:* "Telling drivers and pedestrians how and where they may or may not move or stand at a particular place, especially during periods of congestion or in emergencies. In its broader meaning, this includes all police activities in taking charge of street or highway traffic."

Officers employed in traffic direction will ordinarily do three main things: *1.* They will *answer inquiries*, especially concerning local regulations and how to reach places or routes. Because of their availability to the public, traffic officers are called on for this service far more frequently than are other uniformed officers. *2.* They will expedite traffic flow by *telling drivers and pedestrians what to do or what not to do*, especially when and how to move at an intersection of streets whenever or wherever hazards or congestion make using the streets dangerous or difficult, and assume responsibility for all manual direction of vehicular traffic. *3.* They will at times *make emergency rules for the flow of traffic*, when usual rules are inadequate or special regulations have not been set up to meet unusual or unexpected traffic conditions.

The traffic direction function is one that is all too frequently overlooked by the police administrator. He can see the need for special planning and attention to unusual or special traffic movements, such as those involved in parades, athletic events, or disasters, but frequently fails to see the need for this degree of attention to the everyday expedition of traffic flow, as, for example, the demands of daily peak-hour traffic. This shows up in poor selection of men for this work, in inadequate training, in lack of instruction in the over-all traffic flow needs of the area, in failure to establish sufficient guides for these officers in making decisions to cover emergency situations, in inadequate supervision or provisions for relief, and in failure to utilize traffic direction officers to their fullest capacities

in meeting the broad demands of traffic and police service of the community.

Where traffic is heavy enough to create some measure of congestion throughout the day, it is usually best to assign intersection officers on a more or less permanent basis. Directing traffic requires special techniques; standardized signals and gestures must be understood and practiced; the art of maintaining smooth flow through an intersection and preventing the formation of traffic jams is one which is mastered only through training and application.*

Even where traffic lights are installed, it may be necessary to provide officer supervision of the intersection to supplement their operation, to maintain obedience to the signal, to prevent jay-walking, and to take over when the load exceeds the ability of the mechanical signal to handle the situation. While a specialized function, traffic direction may conveniently be combined with that of parking supervision by foot officers. The latter will supplement traffic flow needs during the peak periods, and the intersection officers can devote their attention to vehicle parking during the off-peak periods when special intersection control may not be needed.

3. Traffic Law Enforcement. As set forth by the IACP, *Police Traffic Law Enforcement* is that part of traffic law enforcement performed by the police or other agencies with police power, in contrast to those other parts of enforcement work, or work which aids or contributes to enforcement objectives, performed by the non-police agencies. In its broader meaning police traffic law enforcement includes all activities in connection with patrolling streets and highways for traffic supervisory purposes.

Officers employed in traffic enforcement, while the highway is being used, *look for pertinent defects* in the behavior of people, especially of drivers and pedestrians, defects in vehicles and their equipment, and defects in roadway conditions. Enforcement work, then, does not begin with a condition or behavior requiring police attention, but actually begins with looking for such conditions or behavior. What to look for and how to look for it become as important for enforcement work as the specifications of laws and ordinances.

Enforcement officers usually *start appropriate action* at once to prevent such defects from endangering or inconveniencing users of the streets and highways, to remedy such defects, and to discourage their repetition. Appropriate action under various circumstances can mean anything from an oral notice or admonition to physical arrest and incarceration.

Enforcement officers will normally do other things to back up these two main activities, such as patrol streets and highways, report activities for record purposes, and assist in the prosecution of offenders. Enforce-

*See pamphlet series on "Directing Traffic", The Traffic Institute, Northwestern University.

ment action is not produced by patrol activity alone. An important and necessary part of enforcement results from the investigation of accidents. If enforcement of any type is justified as a deterrent, on the basis that it can and does *prevent* accidents, then the taking of enforcement action after an accident has in fact happened is the most reasonable and fair type of enforcement. Such action makes direct application of enforcement to a specific act or condition which became involved in an actual accident. Still other enforcement actions result from the follow up of complaints requesting police attention. Officers not on specific traffic law enforcement patrol will also be doing traffic enforcement work if a part of their assignment is to look for, and take appropriate action in, violations of traffic laws.

Traffic law enforcement has as its primary objective the creation of a deterrent to violators and potential violators of traffic laws and regulations. One of the important kinds of deterrent thus supplied is the fear of fines, imprisonment, or loss of driving privilege. Another deterrent force is the loss of prestige, or embarrassment, due to social factors. Still another is in the positive area of good citizenship or good parenthood—doing what is right and setting an example. The possibility of involvement in an accident is yet another kind of deterrent. Traffic law enforcement should contribute to all of these deterrent forces, and seek to build the positive deterrents as well as to restrain those who may need restraint.

Of all the controlling forces and factors supplied by the many agencies in their various areas of responsibility in the big picture of highway traffic management, the function of enforcement is unique. It is the one force which seeks to *change human behavior* directly, individually, and constantly. Enforcement is far more than an application of a given traffic law or regulation to a given situation. It requires understanding of the purposes of traffic laws, of the intent of such laws, and of the interpretations which can and may be placed on them by the courts, by policy, and by public acceptance. Most of all we find that to change human behavior we must understand some of the complexities of that behavior, what it is that makes people behave as they do, and how enforcement can operate to influence the change.

In order for enforcement to produce the desired deterrent effect, we must develop in the traveling public four important beliefs: belief that *traffic laws are sound*, just and reasonable; belief that the *police are everywhere* and constantly on the job, observing the behavior of all drivers; belief in the *certainty of police action*—that if a violation is observed by or known to the police, enforcement action will be taken, and belief that court action will be prompt and result in *adequate penalties* for the guilty.

The establishment of an enforcement program, methods of attaining high quality and proper quantity of enforcement, and how enforcement activity can be evaluated will be treated in a separate section.

Driver Licensing

Treating the Repeater

by
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A BALANCED licensing program will include "Post Licensing Driver Control" by an interview or hearing contact so that drivers whose records stray from the norm may be individually evaluated and counseled for proper improvement steps.

The driver improvement interviewer must recognize his problem if he expects to accomplish any results.

A characteristic of violation and accident repeaters is that generally they are just not up to par in one respect—that of social responsibility. Each repeater is an individual and each sees his own social responsibility, or fails to see it, in his own way. Thus, the interviewer must analyze the driver's lack of a sense of social responsibility—driver citizenship, if you please—to arrive at a mutually acceptable program of improvement.

Some shortcomings that might be listed as characteristic of repeaters are acts or intentions of which the individual is fully aware, and could control if he were so inclined. Examples are recklessness due to immaturity, under-age or other causes; and irresponsibility, born perhaps of easy affluence.

Then there are those shortcomings that exist possibly without the individual's full comprehension or conscious attention. There may be emotional problems, either constant or temporary, but recurrent. When emotions are sufficiently disturbed, we reach into mental illnesses. The situation may be of long or short duration, sometimes exhibiting itself in a repetition of accidents or violations; sometimes in drinking and driving.

These emotional upsets have a start in numerous ways—marital discord, money problems, business pressure, fear of illness, etc. *Whatever the upset, if it usurps the individual's attention, driving will suffer and another repeater will be added to the record.*

Among the driving acts that are frequently characteristic of the repeater are: (1) speed—hurrying, important trip; (2) stop-sign disobedience; (3) following too closely; (4) improper passing; (5) crowding signal-lights, and (6) right-of-way violations. Some of these listed acts are frequently found in combination with specific patterns. Generally, the repeater is frequently skillful and often does not make poor turns or other maneuvers common to the unskilled.

A frequent violator may have a pet hate among certain specific violations he does not commit, and will gleefully call attention to that fact, when his total record is reviewed with him and he does not have an entry for some specific act.

The skillful interviewer will also detect on the part of the violator a general self-forgiveness or justification for a violation or accident. Moreover the interviewer will note that there is almost universal refusal by repeaters to recognize hazard in any act that does not result in an accident. They make the effort to convince themselves and the interviewer that everyone is doing the same thing that he got stopped for.

In addition to emotional problems, some drivers have physical disabilities which make them repeaters. Among these are vision problems—deficient field or vision or any one of numerous other situations about which the individual is not always aware, such as blind spots. Physical disabilities also include amputations, paralyses, paraplegias, etc. Fortunately, most of these physically disabled are stable enough to be dealt with as soon as they are discovered.

A few physical disabilities develop repeaters in violators or accidents by virtue of their treatment—for example, those requiring the use of barbiturates, narcotics or insulin. Unfortunately, we also have the same problem from so-called fun seekers or problem drivers employing drugs, both barbiturate or hypnotic, and narcotics and marihuana, as well as the common stimulants, dexedrine and benzedrine.

Considering the effect of advancing age, the driver who develops as a repeater very late in life is a problem in a separate class, and no interview will alter the ravages of the calendar.

Driving maneuvers are as habit-forming as any other repeated actions. Outside help from the driver license interviewer in interrupting the pattern that is establishing the driver's record and reputation is practically a necessity.

Accident and violation prevention should be the goal of the driver improvement program, and in this connection, an interview program coming after a driver has "set" his habits should appear logically to be preceded by some sound education or training program. An individual should receive more than just mediocre or poor indoctrination either in thought processes in connection with driving or actual driving practice during the formative years.

Well trained and educated drivers should make later correction and training a less frequent necessity. The most promising program in the driver control effort appears to be school driver education and training coupled with a sound post licensing control program of individual interview and counsel by the licensing authority, with license withdrawal awaiting the uncooperative.

Police Fleets Rate High in Safety Contest

Are policemen safe drivers? And, if so, how safe? Perhaps for the first time, this question can be answered with a degree of certainty. And the answer is that, as a group, police are about the safest drivers in the world.

The above statement is being borne out by the experience of about 84 state and municipal police fleets competing in the first National Police Fleet Safety Contest sponsored jointly by the International Association of Chiefs of Police and the National Safety Council.

From July 1, 1953, through April of 1954, the 84 competing police fleets had a combined average frequency rate of 1.32 reportable accidents per 100,000 vehicle miles while the 1,349 commercial fleets in other divisions of the contest racked up a frequency rate of 1.86.

State police fleets averaged .72 reportable accidents during the period, which contrasts favorably with .95 accidents per 100,000 miles achieved by 232 passenger car fleets entered in the contest.

Municipal police fleets experienced a 3.12 frequency rate which did not compare favorably with the experience of City Truck Government (1.47), City Truck Petroleum (1.72), or City Truck Private Carrier (3.04). However the city squad car drivers showed themselves quite superior to the City Truck Contract Carrier group (5.27) and the City Truck Common Carriers (7.96).

That contest participation is a valuable part of such safety programs is borne out by the statements of many contestants. Capt. Pierce J. Fleming, director, Police Traffic Bureau of the Chicago Park District Police, reported, "The contest is offering us a wonderful opportunity to learn the experience of similar organizations with similar problems and similar hazards. We entered the contest and learned our accident rate was better than some but much poorer than many police organizations. This gave us much needed ammunition to fight the long standing excuse that 'we are in emergency work.'"

Deputy Chief W. E. Warner of the San Diego, Cal., police department where a vigorous safety program has been in operation for a good many years, remarked, "The contest has given us an added shot in the arm. We have publicized the fact that we are in competition and the boys seem to be driving with extra care."

The 1953-54 contest was concluded June 30, 1954. Awards will be presented to the winners at the annual conference of the IACP in New Orleans in September.

Fleets may enter the 1954-55 contest anytime before Jan. 14, 1955, but early registrations are urged. There is no charge for contest participation. Police fleets wishing to enter this contest can do so by writing to the National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill.

Hail the Safety Leaders!

(Because of space limitations, honorable mentions and special citations in the National Traffic Safety Contest and National Pedestrian Protection Contest were not included in the following listings.

1953 NATIONAL TRAFFIC SAFETY CONTEST

(Conducted by the National Safety Council)

National Grand Award Winner for States . . . . . Virginia
National Grand Award Winner for Cities . . . . . Wausau, Wis.

STATES

Eastern

First . . . . . New Jersey
Second . . . . . Massachusetts
Third . . . . . Connecticut

Midwestern

First . . . . . Oklahoma
(no second or third)

Southern

First . . . . . Virginia
Second . . . . . Florida
Third . . . . . Mississippi

Western

First . . . . . Washington
Second . . . . . Colorado
Third . . . . . Oregon

Largest

First . . . . . Pennsylvania
Second . . . . . Texas
(no third)

CITIES

Over 1,000,000

First . . . . Los Angeles, Calif.
(no second or third)

750,000-1,000,000

First . . . . San Francisco, Calif.
(no second or third)

500,000-750,000

First . . . . . Seattle, Wash.
(no second or third)

350,000-500,000

First . . . . . Denver, Colo.
(no second or third)

200,000-350,000

First . . . . . Syracuse, N. Y.
Second . . . . . Omaha, Neb.
Third . . . . . Providence, R. I.

100,000-200,000

First . . . . . Phoenix, Ariz.
Second . . tie { Arlington, Va. / Sacramento, Calif. / Wilmington, Del.
Third . . . . Youngstown, O.

50,000-100,000

First . . . . . Kalamazoo, Mich.
Second . . . . . Evanston, Ill.
Third . . . . . Jackson, Miss.

25,000-50,000

First . . . . . Wausau, Wis.
Second . . . { Ann Arbor, Mich. / Norwalk, Conn.
(no third)

10,000-25,000

First . . . . Garden City, Kans
Second . . . . . Peru, Ind.
Third . . . . Walla Walla, Wash.

1953 TRAFFIC LAW ENFORCEMENT AWARDS

(Offered by the International Association of Chiefs of Police)

STATES

Eastern

Rhode Island and Massachusetts (tie)
Honorable mention: Delaware and New Jersey

Southern

Mississippi and Virginia (tie)

Midwestern

Oklahoma

Western

Washington
Honorable mention: Colorado

Largest States

California and Ohio (tie)

CITIES

Over 1,000,000

Los Angeles, Calif.
Honorable mention: Detroit, Mich., and Chicago, Ill.

750,000-1,000,000

Washington, D. C., and San Francisco, Calif. (tie)

500,000-750,000

Dallas, Tex.

350,000-500,000

Oakland, Calif.

200,000-350,000

Miami, Fla.
Honorable mention: Oklahoma City, Okla.

100,000-200,000

Phoenix, Ariz.
Honorable mention: Sacramento, Calif.; South Bend, Ind.; Berkeley, Calif.; Pasadena, Calif.; and Montgomery, Ala.

50,000-100,000

Columbia, S. C.
Honorable Mention: Kalamazoo, Mich.; Topeka, Kans.; Lansing, Mich.; Jackson, Mich.; Dubuque, Iowa; Saginaw, Mich. and Stockton, Calif.

25,000-50,000

East Cleveland, O.
Honorable Mention: Elyria, O.; Shaker Heights, O.; Wausau, Wis.; Enid, Okla.; Ft. Lauderdale, Fla.; Palo Alto, Calif.; Eau Claire, Wis.; St. Cloud, Minn., and Ann Arbor, Mich.

10,000-25,000

Winnetka, Ill.
Honorable Mention: Ft. Collins, Colo.; Ventura, Calif.; Hingham, Mass.; Grosse Pointe Woods, Mich.; East Lansing, Mich.; Longview, Wash.; Walla Walla, Wash.; Emporia, Kans.; Lodi, Calif.; Bellevue, Pa.; Orangeburg, S. C.; Boulder, Colo.; Milton, Mass.; Richland, Wash.; Niles, Mich.; Birmingham, Mich., and South St. Paul, Minn.

1953 NATIONAL PEDESTRIAN PROTECTION CONTEST

(Sponsored by the American Automobile Association)

Grand Award for States . . . . . Kansas

Grand Award for Cities over 100,000 population . . . . . Kansas City, Kan.

Grand Award for Cities under 100,000 population . . . . . York, S. C.

STATES

Group I

First . . . . . Maryland
Second . . . . . Washington

Group II

First . . . . . Connecticut
Second . . . . . New Jersey

Group III

First . . . . . tie { Massachusetts / Colorado

Group IV

First . . . . . Kansas

CITIES

Over 1,000,000

First . . . . . Philadelphia, Pa.

500,000-1,000,000

First . . . . . Washington, D. C.

200,000-500,000

First . . . . . Providence, R. I.

Second . . . . . Denver, Colo.

Third tie . . . . { Seattle, Wash. / Richmond, Va.

100,000-200,000

First . . . . . Kansas City, Kans.

Second tie . . . { Fall River, Mass. / Allentown, Pa.

Third . . . . tie { Youngstown, O. / Arlington, Va. / Wilmington, Del. / South Bend, Ind.

50,000-100,000

First . . . . . Roanoke, Va.

Second tie . . . { Mt. Vernon, N. Y. / Kalamazoo, Mich.

Third tie . . . . { Lorain, O. / Evanston, Ill.

25,000-50,000

First . . . . . Belmont, Mass.

Second . . . . . Wausau, Wis.

Third tie . . . { New London, Conn. / Hagerstown, Md. / Bloomington, Ind.

10,000-25,000

First tie . . . { Garden City, Kans. / Pendleton, Ore.

Second tie . . { Van Wert, O. / Easthampton, Mass.

Third tie . . . { Springfield Twp., Pa. / Ft. Collins, Colo. / Beaver Dam, Wis.

Under 10,000

First . . . . . York, S. C.

Second tie . . { Salem, Va. / Sand Springs, Okla. / Alexandria, Minn. / Palmer, Mass. / Lenoir, N. C.

Third tie . . . { Concord, Mass. / Fairmont, Minn. / Ellis, Kans. / Essex Junction, Vt. / Mansfield, Mass.

Post Office Department Launches Nation-wide Safety Program

The Post Office Department has launched a national motor vehicle accident prevention program for U.S. postal employees.

Postmaster General Arthur E. Summerfield said this will be a major step in meeting highway life-saving objectives set forth by President Eisenhower. This will be the initial project under the new safety program of the Department's Bureau of Personnel, the first such program in the Department's history.

The new program, known as the "Motor Vehicle and Traffic Accident Prevention Instructors' Program," opened in Washington in June with 35 selected supervisory employees from the District of Columbia, Virginia, Maryland, and Pennsylvania attending. Trainees received five days of intensive automotive safety training.

Other courses will be held during the summer months throughout the country. In all, 793 employees from 758 cities will participate. Following completion of the courses, the trainees will instruct personnel operating 18,780 government-owned vehicles and 65,839 contract vehicles.

Top automotive safety experts, including American Automobile Association authorities, will work with the Department in this activity, hailed as one of the most comprehensive national safety programs in U.S. history.

Traffic accidents involving mail-carrying highway vehicles now cost $1.5 million in injuries and property damage.

* * *

24 States ask Vacationers to "Slow Down and Live!"

Governors of 24 states from Maine to Texas have joined in a program of speed control to reduce traffic accidents during the vacation season.

Last year 11 Northeastern states joined in a "Slow Down and Live" speed control program. Sponsored by the state safety coordinators of the 11 Northeastern states, the program was so successful that before the summer was over five states in the deep South had enlisted.

This year's program includes the original 11 Northeastern states—Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont—and 13 Southern States—Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia, and West Virginia. Principal objective of the program is to reduce traffic accidents due primarily to speed too fast for conditions.

Paul E. Burke, director of the Maryland Traffic Safety Commission, is chairman of the Northeastern State Coordinators, and Capt. C. E. Taylor, Florida Department of Public Safety, heads up the coordinators of the Southern states.

Hot Rodders Potent Safety Force, ATAA Believes

The "hot rodder"—once considered a public menace— has become a potent force for automotive safety.

That is the conclusion of the Automobile Timing Association of America, Inc. Chicago, after a completely accident-free season of "drag strip" racing at the Maremont Speedway, Half Day, Ill.

Because of the success of its speed-with-safety program last year, the ATAA is expanding operations this summer into other metropolitan areas.

Joseph Di Lorenzo, national director of ATAA, has announced that his group will work with safety officials, law enforcement officers, and hot rod groups interested in setting up similar drag strip programs. Headquarters of ATAA are at 1705 S. Ashland Ave., Chicago.

Di Lorenzo said his group's findings have been confirmed by traffic safety and enforcement officials of several other communities where hot rodders have off-the-street areas on which to test their cars. In the Chicago Area, Cook County Sheriff John Babb, Traffic Chief Michael J. Ahern of the Chicago Police Department, David M. Baldwin, director, Traffic Division, National Safety Council, and Mayor Charles Chaplin, Northbrook, Ill., have endorsed the ATAA program.

"The hot rodder scores high for safety on several counts," Di Lorenzo said. "The hot rodder is less accident-prone, psychologically, than the average driver. He understands the limitations of his car and himself. He confines his speed tests to supervised drag strips and is pledged to observe traffic regulations on public highways. And, most important, he designs his cars for safety first, speed second."

A Chicago psychologist, Peter E. Siegle, has found that the hot rodder is less accident-prone than the average driver because his activities are channelled into constructive pursuits. As a result, he is less likely to suffer personality problems that lead to bad driving habits, "hot rod" races, and murder games on public thoroughfares.

Drag strips sponsored by the ATAA program are half-mile tracks on abandoned air strips or unused four-lane highways. Racing is done against the clock, with an automatic timer recording speed at the quarter-mile point. The second section of the track is used for smooth safe deceleration.

Hot rodders' cars must meet far stiffer safety standards than those set up for city and state safety tests.

Last summer's ATAA program drew an average of 300 hot rodders and 3,000 spectators to the Maremont trials every Sunday. A one-day drag race at an airport near St. Louis attracted more than 200 competitors and 2,000 spectators.

Deaths Down 5 Months in Row!

TRAFFIC deaths went down again in May—the fifth consecutive month of 1954 to show a reduction from the corresponding month of the previous year.

Reporting that fact, the National Safety Council said it was only the fifth time since 1934—the beginning of reliable motor vehicle accident records—that deaths decreased for each of the first five months of a year. The last time was in 1947.

The May death toll was 2,960—a reduction of 3 per cent. The total for five months was 13,470—down 5 per cent.

Reliable information on injuries is not available, the Council said, but incomplete reports indicate that injuries are slightly more numerous than last year.

Travel is still going up, the Council reported. The latest figures at the end of four months showed motor vehicle mileage up 4 per cent. For the same months, deaths were 5 per cent fewer, resulting in another record low mileage death rate of 6.1 deaths per 100,000,000 miles.

Twenth-eight of the 48 states reporting to the Council for May had fewer deaths, 19 had more and one had no change.

For five months, 30 had a death reduction, 17 reported increases and one had no change. The 30 states with fewer deaths for five months were:

West Virginia	−35%	New Jersey	−11%
South Carolina	−28%	Delaware	−11%
Maine	−27%	Pennsylvania	−10%
Massachusetts	−22%	Kentucky	−10%
North Dakota	−22%	Vermont	− 8%
Washington	−21%	Ohio	− 7%
Montana	−20%	New York	− 6%
North Carolina	−19%	Indiana	− 6%
Virginia	−19%	Kansas	− 6%
Connecticut	−19%	Arizona	− 6%
California	−16%	Utah	− 5%
Maryland	−16%	Idaho	− 5%
Arkansas	−15%	Illinois	− 3%
Missouri	−14%	Michigan	− 3%
Mississippi	−12%	Oregon	− 1%

City decreases in deaths continued to run well ahead of those for the nation as a whole. For 495 reporting cities, deaths were 12 per cent lower in May and 11 per cent lower for the first five months of the year.

Of these cities, 346 had perfect records in May. The three largest were Cincinnati, Ohio (504,000); Columbus, Ohio (375,900), and Rochester, N. Y. (332,500).

For five months, 164 of the cities still had perfect records, the three largest being Berkeley, Calif. (113,800); Fresno, Calif. (91,700), and Binghamton, N. Y. (80,700).

Of the cities with fewer deaths at the end of five months, the following have populations of more than 200,000:

	Decrease Per Cent		*Decrease Per Cent*
Kansas City, Mo.	−50%	Cincinnati, Ohio	−20%
San Antonio, Tex.	−48%	Toledo, Ohio	−20%
Honolulu, Hawaii	−46%	Washington, D. C.	−19%
Portland, Ore.	−44%	Philadelphia, Pa.	−15%
Norfolk, Va.	−43%	Columbus, Ohio	−14%
Fort Worth, Tex.	−43%	Indianapolis, Ind.	−12%
Omaha, Neb.	−43%	Chicago, Ill.	−12%
Richmond, Va.	−40%	New York, N. Y.	−10%
Baltimore, Md.	−34%	Pittsburgh, Pa.	− 9%
Buffalo, N. Y.	−33%	Detroit, Mich.	− 9%
Oakland, Calif.	−33%	Houston, Tex.	− 6%
Oklahoma City, Okla.	−33%	Long Beach, Calif.	− 5%
San Diego, Calif.	−31%	St. Louis, Mo.	− 2%

The three leading cities in each population group for five months, ranked according to the number of deaths per 10,000 registered vehicles, were:

	1954 Reg. Rate		*1954 Reg. Rate*
Over 1,000,000 Population		**200,000-350,000 Population**	
Los Angeles, Calif.	3.2	Omaha, Neb.	1.0
Detroit, Mich.	3.4	Oklahoma City, Okla.	1.1
Philadelphia, Pa.	3.6	Honolulu, Hawaii	1.2
750,000-1,000,000 Population		**100,000-200,000 Population**	
Washington, D. C.	2.5	Berkeley, Calif.	0.0
Baltimore, Md.	2.8	Peoria, Ill.	0.5
San Francisco, Calif.	3.0	Little Rock, Ark.	0.6
500,000-750,000 Population		**50,000-100,000 Population**	
Seattle, Wash.	2.1	Fresno, Calif.	0.0
Dallas, Tex.	2.6	Raleigh, N. C.	0.0
Buffalo, N. Y.	2.7	Topeka, Kan.	0.0
350,000-500,000 Population		**25,000-50,000 Population**	
Denver, Colo.	1.2	Boise, Idaho	0.0
Portland, Ore.	1.5	West Allis, Wis.	0.0
Columbus, Ohio	1.9	Anderson, Ind.	0.0

10,000-25,000 Population

Modesto, Calif.	0.0
Las Vegas, Nev.	0.0
Birmingham, Mich.	0.0

Detroit Adopts New Left-turn Control

An extensive tryout of a new type of left-turn control instituted by the Detroit Department of Streets and Traffic has resulted in this system being adopted as a permanent part of the Detroit traffic system.

The system consists of setting aside a single center lane to be used only by traffic intending to turn left at the next intersection. Left-turning vehicles then face each other in the same traffic lane until traffic clears and they can complete the left turn.

On Fort Street and Van Dyke, two lanes are left for traffic in each direction, plus parking lanes, in addition to the center strip. Up to six other Detroit thoroughfares will be turned over to this type of traffic control, which has not proved difficult for the average driver to get used to. Careful signing with overhead signs and painted cutouts to the middle lane have helped in this, plus police enforcement aimed at motorists who try to use the center strip for a passing lane.

Perhaps the chief advantage of the new system is that it provides for left turners rather than prohibiting the left turn as has been found necessay on long stretches of some of Detroit's most-heavily traveled streets. Prohibited left turns only result in cutbacks through residential neighborhoods giving rise to complaints from residents there. The Fort Street plan gets the left turner out of moving traffic lanes and keeps through traffic from clogging the left-turn lane; the through motorists cannot go straight ahead in the left-turn lane, since there is a line of opposing traffic directly ahead of him.

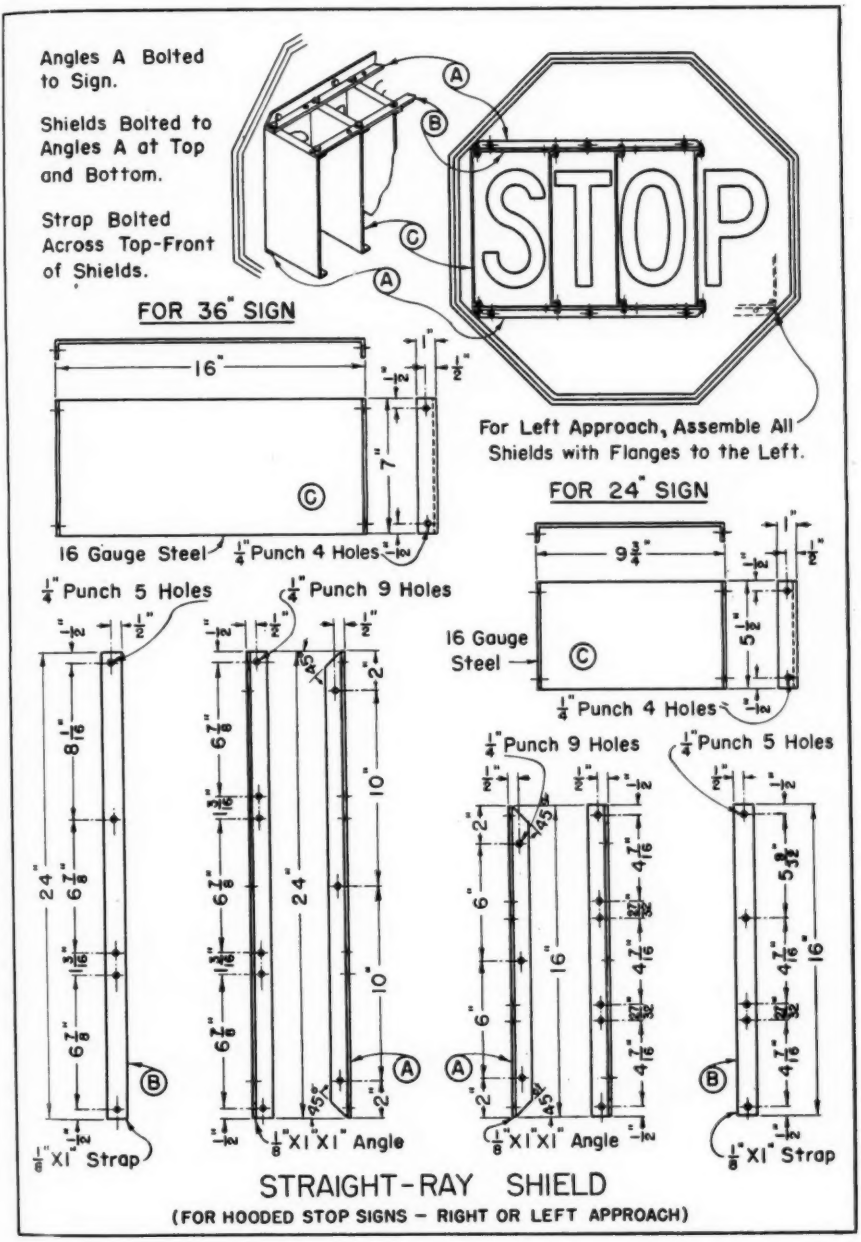
* * *

Illinois Traffic Engineer Designs Hooded Stop Sign

At a point where two streets or highways intersect at an angle of less than 90 degrees, the proper placement of stop signs has long been a problem. With a stop sign in its normal location on the secondary street, the face of the sign often is visible to motorists on the main highway whom the sign is not intended to control. Especially at night when the motorists on the main road cannot see the secondary highway, reflective material on the stop sign may be visible for a long distance, making it appear that traffic on the major highway is supposed to stop. At complex urban intersections it often is true that a stop sign on one approach is readily visible to motorists traveling on adjacent approaches.

To eliminate this confusion and improve the effectiveness of stop sign control, the Traffic Engineering Department of the Illinois Division of Highways, under Harry H. Harrison, has adopted as a state-wide standard hoods for stop signs installed at acute angle intersections. This hood, which was designed by E. A. Branigan, district traffic engineer, at Dixon, Ill. is readily fabricated in a sign shop. Details of the design are given in the illustration furnished by the Illinois Division of Highways.

HOODED STOP SIGN



STRAIGHT-RAY SHIELD

(FOR HOODED STOP SIGNS – RIGHT OR LEFT APPROACH)

Institute Book Review

LET'S DRIVE RIGHT. By Maxwell Halsey. Scott, Foresman and Company, Chicago. 1954. pp. 496. $3.48.

Reviewed by
LEON G. KRANZ
Chairman, Department of Physical Education
Northwestern University

In the past few years driver education has been pushed to the forefront so vigorously that there are few teacher training institutions today which do not accept it as a routine aspect of teacher training for secondary schools.

In the first part of this book, steps in the progress of a beginning driver are outlined and effectively illustrated. The relation of individual physical fitness, illness, judgment, reaction time, and peripheral vision to driver education are discussed. Alcohol, emotions, maturity, and safety in relation to bicycles, motorcycles, and pedestrians are pointed out and visualized. The different shaped signs used on highways, together with other traffic regulations are significantly discussed.

The second part of the book deals with the importance of the knowledge of the car one drives. It points out that safe driving means careful checking of all car parts. It deals with the engine as well as tires, gauges, and steering wheel, pointing out that a safe car encourages safe driving.

Part three discusses thoroughly you and your driving. Speed, braking distances, state speed laws, weather conditions, passing cars, making turns, stopping, starting, backing, parking, traffic signals are all discussed and illustrated in relation to good driving.

You and your future progress in part four covers the traffic problems faced today. The teen-age problem and how teen-agers are studying and promoting safe driving illustrate how contemporary problems are thoroughly covered.

For high schools, where driver education is taught and for colleges and universities where teachers for driver education are prepared, this book becomes exceedingly valuable.

I recommend it highly as a text in the above institutions.

* * *

It isn't the number of hours a man puts in; it's what a man puts in the hours that really count.

—*The Gilcrafter*

Council Manager Says Slow Driver is Scapegoat

Forst E. Lowery, manager of the Greater Minneapolis Safety Council, recently ripped into those who say that the slow poke driver causes the most accidents. In an editorial, "Scapegoat for Traffic Deaths," in the Council's newsletter, he said:

American motorists are rapidly getting drunk on a heady new concoction they have brewed for themselves. It's only an idea, but it's an idea that can be as deadly as more literal drunken driving. If you've acquired the taste and abandoned yourself to it, it can cost you your life! Here it is—*It's the slow poke driver who causes the most accidents!*

The driver who blames the slow poke driver for any significant share of our traffic death toll is looking for a scapegoat and is trying to salve his own conscience for his driving behavior. In effect, he pleads that he, or any other driver coming to grief trying to pass a slow moving vehicle, should be excused on the grounds of temporary insanity and that the cause of his lapse, the slow poke, should be forthwith thrown into the pokey.

The tragedy is that these people think they are right and that they have discovered a great truth. The sloppy thinking of the driver who would make the slow driver the scapegoat proceeds in three jumps. First he is irritated at a delay. Then he blames the cause of that delay for being the cause of a possible accident. Third, he decides that the slow poke driver is the cause of "most accidents"!

Does a "safety-minded" person take chances?—The excessively slow driver violates the law and impedes traffic. He is guilty of that alone. He should be blamed for that alone, and should be punished for that alone.—Two wrongs do not make a right, and when the impatient driver is "goaded" into some improper, dangerous passing, he should be saddled with the blame for the act and for the consequences of the act.

The entire traffic accident problem is so complex that it is much like a serious disease calling for complicated diet, rigid self-discipline, possible hospitalization, and even some careful trial and error doctoring. There isn't any miracle drug to treat our traffic accident disease. Even those medicines which most often work the most good are costly, slow-acting and very bitter to taste. Under these conditions—somebody comes along peddling a delicious patent medicine. It's called "slow pokes are the real menace." The fact that continued neglect of a medically effective treatment can eventually kill him doesn't stop the patient from lapping up the nostrum that makes him feel like a million for the moment.

Speed isn't the only factor in traffic accidents, of course.—Yet the classic American traffic death is still the high-speed crack-up in good weather, on a good road, in a good car.

Trend to Red Stop Signs Continues

One-quarter of the states have now adopted the red stop sign as the standard for their highways.

The latest state to make the switch is Ohio, which will replace its 30,000 yellow signs with the reflective red ones as replacement of the old signs becomes necessary.

In addition to California, which has used a red porcelain stop sign since 1924, the following have adopted reflective red signs as the official standard: Maine, Nevada, Washington, South Dakota, Florida, Oregon, Louisiana, Indiana, Connecticut, and Wyoming. Many other states are testing the red signs.

Numerous cities, among them New York, Chicago, Baltimore, Tulsa, San Antonio, and New Orleans, have also announced that they are making the switch. In all cases, the change-over will be made gradually as the yellow signs need replacement.

Adoption of the signs as the national standard has been recommended by the Joint Committee on Uniform Traffic Control Devices. Incorporation of the recommendation in the Manual on Uniform Traffic Control Devices for Streets and Highways awaits the completion of a poll of all 48 states, according to Harold Eckhardt, Ohio Street and Highway Department Traffic and Safety chief.

The move is inspired by the greater nighttime visibility of the reflective red signs. Tests conducted by Florida State traffic engineers showed that only 15 per cent of the motorists came to a full stop for the old style yellow and black sign. When the reflective red sign with its white letters was substituted at the test sites, complete observance of the command to "stop" rose to 50 per cent, a 233 per cent increase. The signs can be seen more than a block away with low-beam headlights and more than a quarter of a mile away with high beam headlights, tests have shown.

The sizes most generally being used are 24 by 24 inches on slow traffic streets and 30 by 30 inches on higher speed thoroughfares. In some cases, they are as large as 48 x 48 inches, however.

Although the Joint Committee has recommended that the word "stop" be reflectorized and that the red background may or may not be reflectorized, a survey indicates that apparently all states adopting the red signs so far are specifying that the background as well as the lettering be reflectorized.

* * *

After all, our worst misfortunes never happen, and most miseries lie in anticipation.

KNOW THE LAW

by

ROBERT L. DONIGAN
Counsel

and

EDWARD C. FISHER
Associate Counsel
The Traffic Institute

CHARGING VIOLATION OF BASIC SPEED LAWS AND PRIMA FACIE LIMITS

FOLLOWING widespread adoption of the speed restriction provisions of Section 56, Act V, of the Uniform Vehicle Code, most of the states now have statutes embodying the "basic speed law," limiting speed on their highways to that which is "reasonable and prudent under the conditions," with prima facie limits over which it is only *presumably* unlawful to drive. Questions as to the proper wording of speeding charges under such statutes frequently arise, especially in connection with the usual provisions of such laws that the complaint must specify "the speed at which the defendant is alleged to have driven, also the prima facie speed applicable within the district or at the location." (Sec. 62, Act V, U.V.C.)

The Supreme Court of Oregon, one of the first states to adopt the idea of the basic speed law, recently emphasized the nature and effect of such a law, i.e., that *it sets forth no fixed speed limits. The prima facie limits constitute merely a rule of evidence. City of Cleveland, v. Keah*, 157 Oh. St. 331, 105 N.E. 2d 402 (1952). The ultimate fact to be determined is whether a reasonable and prudent speed has been exceeded, not whether the vehicle in question travelled in excess of designated limits. In *Burrows v. Nash*, 259 P.2d 106, and *Rauw v. Huling*, 259 P.2d 99 (1953) that court said: "Travelling in excess of a 'designated speed' is not necessarily a violation of the law. It becomes so only when, while so travelling, the basic rule as to speed is violated; that is to say, it is the violation of the basic rule as to speed and not merely travelling in excess of a designated speed that is unlawful. Under the statute, travelling in excess of a designated speed is merely prima facie evidence of a violation of the basic rule."

Thus in *State v. Crayton*, 214 N.C. 579, 199 S.E. 918 (1938), a warrant filed in a municipal court charged merely that the defendant "within the corporate limits of Greensboro did unlawfully, wilfully operate an automobile on Church street at a rate of 45 miles per hour, against the statute in such cases made and provided, and against the peace and dignity of the State and in violation of City Ordinance." In reversing a judgment of conviction, the Supreme Court said: "The warrant charges the defendant with no criminal offense. It merely charges the commission of an act, if established, constitutes prima facie evidence of an offense."

Likewise in *People v. Banat*, 100 P.2d 374 (App. Dept.-Superior Court, Los Angeles, California-(1940), the complaint charged the defendant with operating an automobile at a certain time and place "at a speed in excess of 25 miles per hour to-wit, 43 miles per hour." The court said: "Further words indicate that the offense thus attempted to be charged occurred in a so-called 25 mile zone. This complaint does not state a public offense known to any existing state law or local ordinance of which we are aware. . . . There is no law which makes the speed of 43 miles per hour even in a 25 mile zone, of itself unlawful. . . . Speed may be unlawful, but to be so it must offend the basic speed law which is expressed in section 510, Vehicle Code . . .," (which is substantially the same as the Uniform Vehicle Code provision, sec. (56(a).)

In several Ohio cases the same question was involved. In *State v. Yudick*, 155 Oh. St. 269, 98 N.E.2d 415 (1951), under a similar statute, the indictment alleged that the defendant was, at a specified time and place, "operating (a motor vehicle) upon said highway at a speed greater than was reasonable having due regard for the traffic, surface and width of the street or highway, to-wit, a speed in excess of fifty miles per hour" contrary to the form of the statutes, etc. The Court of Appeals had held this charge defective in that no mention was made of the speed which would be prima facie lawful at the time and place of the alleged violation. The Supreme Court said: "The indictment does state where the violation occurred and although it did not state whether the location designated was within or outside a municipality such omission was immaterial for the reason that (the code) specifically makes any speed in excess of fifty miles per hour prima facie unlawful whether within a municipality (where the speed limits are lower) or on a highway outside a municipality where the presumptive maximum lawful speed is 50 miles per hour."

In *State v. Wade*, 88 N.E. 2d 311 (Oh. App. 1949), the complaint, filed in the Municipal Court of Urbana, charged that at a specified time on a certain highway in Champaign County outside of a municipality, the defendant "unlawfully operated a motor vehicle at an unreasonable and improper speed without regard to the traffic, surface and width of said road and highway and of any other condition then existing, to-wit:

70 miles per hour in violation of (the code)." This was held proper, by the Court of Appeals (Champaign County) saying: "It would seem that a reasonable interpretation of this quotation would be that the defendant is charged with violating G.C. sec. 6307-27a in that he exceeded 50 miles per hour, to-wit: 70 miles per hour, clearly indicating that 50 miles per hour was the lawful rate of speed at the time and place charged."

In *State v. Blair*, 157 N.E. 801 (Ct. App. Pike County, Ohio, 1927), the indictment charged that the defendant "over and along a certain public highway known as the Scioto Trail . . . outside of any municipality in Pike County, then and there unlawfully did operate an automobile at a greater rate of speed than 35 miles per hour." This was held to state no offense under the Ohio speed law referred to above. After quoting the law the court said: "It is thus seen that the indictable offense consists in one operating a vehicle at an improper speed taking into consideration the various factors enumerated in the section quoted. The indictment alleges no such facts. It alleges only that the accused was driving at a speed exceeding 35 miles per hour. Under the provisions of section (a) a speed of less than 35 miles per hour at the place charged might be criminal and a speed greater than that may be within the law."

City of Columbus v. Rodgers, 93 Oh. App. 328, 113 N.E. 2d 647 (1952), involved a speeding prosecution under a Columbus ordinance identical with the state law provision that "No person shall operate a motor vehicle at a greater rate of speed than will permit him to bring it to a stop within the assured clear distance ahead" (similar to the second sentence of Section 56 (a), Act V, U.V.C.). The affidavit was held defective in that it failed to specify the rate of speed and the prima facie limits, as the law required. (Same as section 62, Act V, U.N.C.). The court said: "The prosecution contends that a criminal charge in the language of the statute is generally held to be sufficient. As a general rule this is true, but it is not sufficient to allege the offense in the language of the statute, generally, where the statute requires certain specific averments to be made. All the elements necessary to constitute the offense, including specific facts required by the ordinance, must be averred in the affidavit. In the instant case it was essential to allege the rate of speed, as the ordinance requires, in order to charge an offense under the ordinance. The omission to do so constitutes a fatal defect in the affidavit." Thus it is required that the rate of speed, as well as the prima facie limits, be set forth on *every* type of complaint charging excessive speed.

Under statutes which merely declare the basic speed law, without specifying prima facie limits, it is only necessary to allege that the speed was greater than was reasonable and proper under existing conditions. *Wagner v. State*, 114 Nebr. 171, 206 N.W. 732 (1925); *State v. Crayton*, supra; *People v. DeGeronimo*, 172 Misc. 1100, 15 N.Y.S. 2d 1017 (1939); *People v. Levin*, 181 Ill. App. 429 (1913). See 61 C. J. S. 749-751, sec. 674 (a).

Film, Manual on "Traffic Officer in Court" Ready

A new basic training manual and a new sound motion picture, both entitled "Traffic Officer in Court," have been produced.

The 13-page manual, which covers practical problems confronted by police officers when testifying in traffic cases in court, was written by Edward C. Fisher, associate counsel of the Traffic Institute and former judge of the Municipal Court of Lincoln, Neb. It is available from the Traffic Institute, 1704 Judson Ave., Evanston, Ill., at 25c for single copies, with discounts allowed for quantities. (*See special offer on this page for* Traffic Digest & Review *subscribers*.

JULY BONUS OFFER FOR TD&R SUBSCRIBERS

Single copies of the Traffic Institute's new 13-page basic training manual, "Traffic Officer in Court," are available without cost to *Traffic Digest & Review* subscribers.

Address a card or letter to: *Traffic Digest & Review*, 1704 Judson Ave., Evanston, Ill. All you have to say is "Bonus Offer—July," and give us your name and address.

If you wish to purchase additional copies of "Traffic Officer in Court," here's the price schedule: 1 to 5 copies, 25c ea.; 6-25, 20c ea.; 26-100, 15c ea., and over 100, 10c ea.

The film, which is based on and supplements the manual, was produced by the National Association of Automotive Mutual Insurance Companies for the Traffic Institute. It is a 10-minute, 16mm sound film. It may be purchased from Vogue Wright Studios, 237 E. Ontario St., Chicago 11, for $32.50. Arrangements can be made for preview of the film before purchase. A copy of the manual, "Traffic Officer in Court," is included, without charge, in every film order.

"The basic theme of the manual and the film on 'Traffic Officer in Court' is that, regardless of surroundings and quality of procedures applied, all courts and court officials have the same serious job to do," said Franklin M. Kreml, director of the Traffic Institute.

"In light of these requirements, the police officer must deport himself with dignity and competence befitting his important mission. For the officer who testifies in traffic cases, the manual and film are excellent guides for improving his courtroom work in all of its practical aspects."

The film is based on the loss of a case by an officer in court. The judge and the officer's supervisor analyze the reasons why police testimony in court cases is ineffective.

Gerald O'Connell, Institute director of training, had the dual role of technical consultant and actor during the filming of "Traffic Officer in Court." He played the part of the defense attorney.

"Traffic Officer in Court" is the third in a series of films being produced for the Institute by the NAAMIC. The first two are "Signals and Gestures" (used by police in directing traffic) and "Hit-and-Run Investigation." These are available from Vogue Wright Studios in 35mm sound slide and 16mm sound motion pictures. A fourth film, "Detecting and Recording Skidmarks," is now in production.

Preparation and printing of the manual was made possible by funds for development work granted the Traffic Institute by the Liberty Mutual Insurance Company, Boston.

* * *

GRAND RAPIDS OPPOSES NOISY DRIVING

The Grand Rapids, Mich., City Commission has passed an ordinance prohibiting noisy driving. The ordinance prohibits use of "any vehicle so out of repair, so loaded or driven in such a manner as to create loud and unnecessary grating, rattling, squealing of tires or other noises."

—*Automotive News*

* * *

IOWA HIGHWAY PATROL CARS TO DISPLAY STATE'S TRAFFIC DEATH SCORE

The Iowa Highway Patrol has added equipment for the permanent, year-round display of the state's traffic fatality record on the backs of all patrol cars. The new equipment consists of two small white signs with red lettering, an aluminum frame about the size of a license plate, and a supply of white blocks carrying red numbers. The sign will show the number of persons killed on Iowa highways to date for each day of the year.

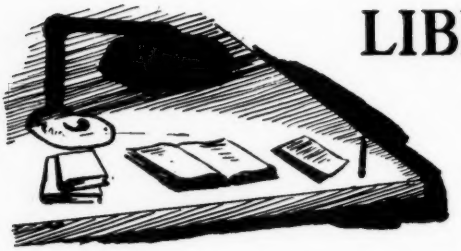
A several-months' experiment indicates that most drivers slow down after reading such a sign, according to reports of highway patrol and Commissioner Pearl W. McMurray.

—*Iowa State College Driving Laboratory News*

* * *

EXPAND DRIVER EDUCATION IN PHILADELPHIA SCHOOLS

During the current school year, driver education has been offered in 16 of Philadelphia's high schools. Beginning in September of 1954, students in all the city's schools will have an opportunity to enroll in driver education courses.



LIBRARY NOTES

Notes about new books, pamphlets, reports, and articles appearing in current publications, prepared by Evastine Lust, Institute librarian.

(Items mentioned in this section are listed for the information of our readers and are not available from the Traffic Institute unless so stated.)

ACCIDENTS

"Automobile Crash Injury Research". Annual report, 7-1-53 — 4-15-54. Prepared for Commission on Accidental Trauma of the Armed Forces Epidemiological Board. Automotive Crash Injury Research, Department of Public Health and Preventive Medicine, 1300 York Avenue, New York 31.

DRIVER EDUCATION

"Driver Education for the Deaf," *Action for Safety*, Vol. 7, No. 5, May, 1954, p. 3. National Commission on Safety Education, 1201 Sixteenth St., N.W., Washington, D.C. Highlights of the program for teaching the deaf to drive, given by Robert Greenmun, secretary-treasurer of the National Association of the Deaf. "My experience in driver education," said Mr. Greenmun, "has convinced me of the truth of the statement that the deaf are 'the world's safest drivers'."

MOTOR TRANSPORTATION

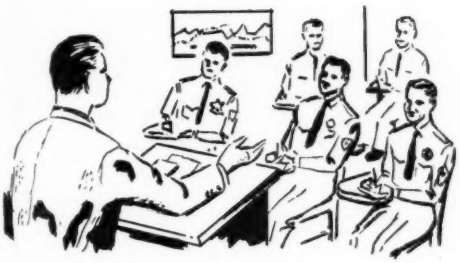
"The Growing Structure on International Motor Traffic Agreements," by H. H. Kelly and W. G. Eliot, *American Highways*, Vol. 33, No. 2, April, 1954. p. 10, 25-26. A structure of formal agreements among nations is rising in the field of international travel, making it easier for motorists to travel in foreign countries.

PUBLIC RELATIONS

"The Police and the Public," by Richard L. Holcomb, chief, Bureau of Science, University of Iowa. Charles C. Thomas, publisher, Springfield, Ill. 1954. (This is second printing of publication issued originally in 1950 by Mr. Holcomb.)

TRAFFIC COURTS

"Traffic Court Bill of Rights," *American Motorist*, Vol. 22, No. 12, April, 1954, p. 14. A judge in the traffic court of the nation's capital (Judge George D. Neilson) is commended for the fair and impartial way he conducts cases brought before him.



TRAINING CALENDAR

(*All courses will be conducted at the Traffic Institute, Evanston, Ill., unless otherwise indicated.*)

July 19-23—Training methods and Programs for Police.
July 19-30—Supervisory Officers Training Course.
July 26-30—Chemical Tests for Intoxication.
Sept. 8-10—Traffic Court Conference (*Conducted with the American Bar Association*, Vanderbilt University, Nashville, Tenn.
Sept. 13-24—Post Licensing Control and Driver Improvement (*Conducted for the American Association of Motor Vehicle Administrators*), University of California, San Francisco.
Sept. 13-Oct. 1—Police Traffic Training Course.
Sept. 15-17—Traffic Safety Clinic for Newspapermen.
Sept. 20-Oct. 15—Military Vehicle Safety and Traffic Regulations (*for U.S. Army*.
Sept. 23—Opening session, 1954-55 Traffic Police Administration Training Program.
Oct. 4-15—Post Licensing Control and Driver Imrpovement (*for AAmVZ*), Northeastern University, Boston, Mass.
Oct. 4-22—Accident Investigation—Administration and Techniques.
Oct. 11-15—Traffic Court Conference (*Conducted with the ABA*), School of Law, Northwestern University, Chicago.
Oct. 14-16—Conference for Traffic Institute TPA graduates.
Oct. 18-Nov. 5—Traffic Law Enforcement.
Nov. 1-12—Post Licensing Control and Driver Improvement (*for AAMVA*), University of Alabama, Tuscaloosa, Ala.
Nov. 8-10—Traffic Court Conference (*Conducted with ABA*), University of Texas, Austin, Tex.
Nov. 8-24—Traffic Law for Police.
Nov. 22-24—Traffic Court Conference (*Conducted with ABA*), Indianapolis, Ind.
Nov. 29-Dec. 10—Traffic Control—Devices and Methods.
Nov. 29-Dec. 10—Post Licensing Control and Driver Improvement (*for AAMVA*).
Dec. 13-18—Chemical Tests for Intoxication.

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N.Y.U. Speed Study Reveals Interesting Information

The Center for Safety Education, New York University, which operated a mobile research laboratory on the streets and highways of 14 Eastern states last summer, has drawn some interesting conclusions regarding speed of motorists.

The Center found that:

1. Speed violators had no special composition: all age groups and practically all professions were represented. No real differences in regard to the sex of violators were noted.

2. All makes of cars were proportionately represented, as were models of these makes.

3. Congestion during so-called rush hours seemed to keep the average speed below the posted limit. As a result, drivers tended to evidence discourtesy, blow their horns more than was necessary, and take more chances than perhaps they ordinarily would take.

4. Although National Safety Council figures show that the night traffic death rate is three times that of the daytime rate, Center figures indicated no differences in speed rates from day to night.

5. Speed violations were most numerous in low speed limit zones. In a few cases violations ran to 99 per cent. As the speed limit increased, the number of violations decreased.

To aid in determining accurately the speed of traffic, the Center's mobile laboratory used an Electro-Matic Speed Meter, which operates on the principle of radar.

—Adapted from *Center News Quarterly*

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WHITE HOUSE CONFERENCE COMMITTEE NAMED

"President's Action Committee for Traffic Safety" has been designated as the official name of the new committee formed to carry forward the Program of the White House Conference on Highway Safety.